

*December 2011 ~
January 2012*

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THE Daimler & Lanchester OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

NATIONAL EXECUTIVE

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CONTRIBUTIONS TO THE MAGAZINE

Please send all contributions for inclusion in the magazine directly to the Secretary via fax email or mail by the **TENTH** day of the month prior to publication.

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The views and opinions expressed in this magazine are purely those of the authors and are not necessarily those of the Daimler and Lanchester Owners' Club.

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CONTENTS

	Page
From the Driver's Seat – National President's Report	2
Getting Up to Speed – National Secretary's Report	3
Round the Bazaars – Daimlers on the Run	4
North Island "Meet" Cleaver Weekend Taihape 15/16 October 2011.....	8
Obituary: Keith Zillwood	9
<i>Articles of Interest:</i>	
Mike's Love Affairs	10
Daimler Models for 1950	12
Photo Gallery.....	14–15
The Most Underrated Daimler	16
Service Bulletin Number FF.1	20
Hitting the Road – Daimler Events Diary.....	25
National AGM & Mini Rally, Rotorua April 21–22 2012.....	27
Members' Market	28

TENDER MOMENTS

A woman's husband had been slipping in and out of a coma for several months, yet she had stayed by his bedside every single day. One day when he came to, he motioned for her to come nearer.

As she sat by him, he whispered, eyes full of tears:

You know what? You have been with me all through the bad times. When I got fired, you were there to support me. When my business failed, you were there. When I got shot, you were by my side. When we lost the house, you stayed right here. When my health started failing, you were still by my side... You know what Martha?"

"What dear?..... she gently asked, smiling as her heart began to fill with warmth.

"I'm beginning to think you're jolly bad luck !!! ..."

From the Driver's Seat ...

A Message from your National President



Where has the year gone it only seems like yesterday we were in Blenheim enjoying each other's company at the Rally? The crazy thing for me is that I haven't been able to spend much time in my shed as I would have liked since the rally so my restoration projects are now running behind schedule. I find it's always a balance between having enough spare time and enough money hence considerable amount of time spent on paid employment. The balance I'm sure most of us know is having enough time to play with my toys and enough money to do what I want to do with them.

In addition to my current projects, the restoration of our Special Sports and the 1946 DB18 I have other machines that may be of interest to our members. Motor generator sets, I work in the electricity industry and over the years have taken the opportunities as they come along to collect old diesel and petrol powered Gen-sets, some are running and others require attention. The most recent acquisition is a 5kW 3 phase twin cylinder Lister probably about 60 years old and was used many years ago as a standby plant at a local Authority to provide electricity in the event of a civil emergency. The building it was housed had been sold and the new owner wanted rid of it. Unfortunately water had entered the cylinders via a roof mounted exhaust and the motor requires some attention but that's all part of the enjoyment.

Another is a 2.5kW single phase Diesel powered single cylinder Lister manufactured in the late 1950's and has a feature called "Start O Matic". This one will start automatically when the load is applied i.e. when you turn a light on or plug in an electrical appliance. This machine was originally a standby plant at the old Wairarapa Electric Power Board depot in Carterton. The building was closed up as a Power Board depot in the 1988 and most of the equipment sold up. The Lister runs very nicely and is set up in my shed as a standby plant, can't say it's been used very often.

There are a few other machines that have come out of old wool sheds and other places, one is an ex war time Onan, this machine is in very good condition and is set on a cradle with wheels making it easy to move around. Many of these machines were used in New Zealand as Telephone Exchange emergency supplies in the old New Zealand Post & Telegraph days before the organisation was split into Telecom and NZ Post. It's interesting to see the changes in the technology these days through the development of inverters and electronic control's, the output capacity has gone up as the physical size has reduced.

I would like to extend my best wishes to all our members for the oncoming festive season, many of us will be preparing older cars to be driven in Christmas parades and general use over the summer, drive with care, enjoy your cars and look forward to a safe and happy New year.

Dave Patten

Getting up to Speed ...

A Word from your National Secretary



Greetings all, a warm welcome to our new members this month.

- Adrian Shackleton of Oamaru, he has a 1975 Daimler Sovereign.
- Stuart Brown and Mary Cornelius of Christchurch, they have a 1969 Daimler V8250.
- Gerald Gillard and Alison Purdie of Auckland, members from 80's and 90's but no car at present, seeking a Daimler V8.
- Joseph and Sarah Price of Auckland. An interesting situation here, they have an inherited family car from UK, a 1997 Daimler Double Six, still on the water as we go to press. I hope Joe can share the story of the trials and tribulations involved to import this special vehicle!

It is with great sadness that I report the passing of Manawatu member Keith Zillwood. His obituary is included in this magazine.

The Taihape weekend was greatly enjoyed by all those who attended. What a pity more members didn't make the effort to attend. Barry Cleaver rose to the occasion (again) and provided us with a wonderfully scenic tour of the Taihape District, complete with "In Car" personal and informed commentary! The odd comic comment, i.e. "if you become car sick, keep your teeth clenched, it keeps the lumps in" !!!!! Good one Barry.....

On the subject of sickness, some members have cars not in the best of health!

Alex Meikle, returning from a Club outing in his Conquest, BOOOOMMM! Exit one conrod through side of block! I have a spare but if anyone in Otago has a block, Alex would like to hear from you.

Richard Bennett of Napier is resurrecting a Century which had a rod try to exit via the cylinder bore, we have now managed to find spares and substitutes to make like new again. It is surprising what will mix and match to keep these old engines alive! The exhaust valves will be ex Falcon with guides reamed to suit, new guides for the inlet and new cylinder liners. Another interesting point, Richard had two Century heads which are quite different. The inlet ports, valve diameter and valve guides are all different... By the way, CF Bedford big end bearings, Ford Consul/Zephyr mains fit the crankshaft with a little alteration to the oil drillings.

David Hoyer in Auckland also had a Century problem. A lack of drive revealed the spline in the fluid flywheel driven member had stripped. I gather that two replacement fluid flywheels did not mix and match, but an engineer was able to machine a combination of parts to fit. David is now enjoying his Century again and his 104 looks a treat! (See photos)

Other project cars I know of are Neville Nicholson's 1936 Streamliner, John Osborne's LQ3, Dave Patten's Special Sport (and others!) and Peter and Rebekah Stock's Conquest. Updates and photos of these would be appreciated guys! Any others out there I'm sure members would like to share your experiences.

Enjoy your summer motoring

Mike King

Round the Bazaars ...

Daimlers on the Run



Auckland Amblings

Landsent Gardens Outing

The outing started with tea, coffee and biscuits in the West Gate car park, our Club picnic set being pressed into service once again. Then it was follow-the-leader or instructions what ever the predilection. Through the wilds of the Waitakere foot hills, gently wandering roads leading through natures delights on a spring morning. From Parkers Road we turned right into number 108 and a long crunchy shell drive that delivered us to a world of leafy pavilions and the kingdom of the plants. Coconut palms, banana trees, giant leafed xanthosomas, cycads, succulents and brilliant bromeliads.

The Gardens cover an area of 20 acres and are listed with the Historic Places Trust. Annmarie conducts tours, Dick applies his horticultural skills, while their daughter Carolyn and son Gerald attend to the day-to-day running.

On the property there is a house which was built in 1860 from pit sawn kauri, made infamous by the murder of William Thompson in 1892. It was said that his wife had a lover called Scott who poisoned William and was later convicted in the Supreme Court and hanged.

A light lunch was served by Carolyn which we all thoroughly enjoyed in the audience of beautiful palms, bushes and trees. Now it was time to go, back to the real world down that long crunchy shell drive.

Bryan Davis

Waikato BOP Wanderings

September 25th Rally

Sunday dawned overcast and showery, damn I was going to have to get my pride and joy wet!! Oh well we didn't want to miss one of Paul's legendary runs so we headed off at 8.30am for a rendezvous time of 10 at Woodlands Estate just out of Gordonton. We arrived to find 3 or 4 cars already there and another couple arrived whilst we were enjoying a coffee in the cafe. With no time to loose we were handed out our route instructions along with cryptic clues to the various landmarks we had to name along the way. As we were sent off first I wasted no time in racing to the first instruction (no way was I going to get caught by the car behind!) all was going well till we got to the one that said "turn left down such and such Rd point 4 of a k past the brown sign". Well 2 k past the sign we thought we must have missed it so turned around and headed back to find it on the RIGHT past the sign (now that was cryptic). With no more confusion apart from the poor guy behind me who didn't appreciate me stopping in the middle of the Rd to check something out, for which I received a well deserved toot and salute. On making it back to the estate

we found a couple of crews already there (how did they manage that!). We all gathered in the café for lunch (apart from 1 crew who were missing in action but arrived 30 minutes later with tales of left and right confusion!). After a sumptuous lunch and banter it was time to tally up the scores with Cathy and I coming out on top and Steve and Fay runners up. With petrol vouchers as prizes (and the job of writing this report, bummer!) it was time to head home after another most enjoyable Daimler Club outing. We would like to thank Paul for all his outstanding efforts in organising another great run and look forward to the next.

Lindsay and Cathy Donoghue

Hawke's Bay Highlights

Sunday 18th September

The HB DLOC had our turn to organize the outing with the HB branch of the British and European Car Club. We called it the Daimler Dash to Dannevirke and travelled some open and country roads through southern HB countryside on a beautiful spring day.

At Dannevirke we visited the International Police Museum with its amazing displays of uniforms and memorabilia from around the world. The old patrol vehicles caused a lot of interest.

We enjoyed lunch at the Dannevirke Services and Citizens Club and some members spent time looking through a local person's private collection of vehicles which turned out to be the surprise highlight of the day.

Sunday 16th October

There was no report for the Central HB Rally with HB British and European Car Club as none of our members attended.

Margaret Duncan

Manawatu Meanderings

We travelled to Patea to meet the Manawatu members who were coming to Hawera for the weekend, thought we'd have a coffee at The Rock to find out they closed on Saturday – OH Dear. We finally managed to find a coffee to go at the local 4 Square. Onward and forward after this terrible start? We stopped further up the road to view the Patea Museum then on to Hawera. We went round the outskirts of Hawera and Graeme gave the group a run down on Fonterra and how things work, then on to the Hub for lunch (Local Sport Complex) everyone seemed to enjoy their lunch and a look around the complex.

We then hopped in our car and went for a drive out to Kapuni – the gas fields where Graeme works. He gave them a run down on how we all get our gas etc – very interesting – education lesson on the gas fields. We then motored back to Hawera to the motel for a wee rest before going to the Club for tea. Good company, good food and drinks had by all. A few members has a bit of a gamble on the pokies before going back to the motel to see Aussie play Ireland and we all know what happened there.

Sunday morning before going to Tawhiti museum we all went to Kennedy's for morning tea. Quite a few hours spent at this fabulous museum a credit to Nigel Ogle. The Traders

& Whalers is the new section of the complex and well worth the visit. We all had lunch at Badgers (The café on site at the museum) before departing for home. Some member headed for New Plymouth while the rest of us headed home. Thank you Manawatu Branch for visiting Hawera, it was good to see old faces and catch up with new ones.

Safe travelling

Graeme and Joan Kennedy

An enjoyable time was had by all who attended a weekend in Hawera on 17th and 18th September. We all met at Sanson at 8.30 then headed for Patea where we had a Coffee stop and a look around the Museum. It didn't take long for the men to find a shop selling old car parts.

One member left his wallet at home and also got his photo taken by the speed camera in Sanson.

We meet up with Joan and Graeme Kennedy who were wonderful hosts for the weekend.

We went on to Hawera and had lunch at the Hub Café and then Joan and Graeme took us on a Tiki tour, explaining about Fonterra and then on to the Kapuni gas fields where Graeme works. He gave us an interesting run down on what goes on out there.

Saturday evening we all had a meal at the Taranaki Club and Sunday we drove out to the Kennedy's for morning tea. Graeme has a beautifully restored Plymouth which was originally just trailer loads of parts. He wasn't sure what the car would look like, but with lots of time and patience has done a wonderful job in restoring it.

We then headed to the amazing Tawhiti Museum before heading home.

Lew Clinton

Otago Outings

Otago Branch Club Run To Lawrence

Sunday, 6th November 2011

Twelve members in five cars met opposite the Mosgiel Railway station on an overcast but reasonable day. Reasonable, because the day was far better than was forecast. We had a fine line-up of cars – Daimler Conquest, Daimler 2.5 Litre V8, Daimler Sovereign 420, Jaguar Majestic and a very sporting Volvo C70 convertible.

We headed south running beside the railway line for a few kilometres before joining SH1 at East Taieri. The occasion was the Annual Gala Day at Lawrence, and many car clubs had been invited to take part in the display. Entering Milton we could see a nice line-up of Vauxhalls parked on the side of the road ahead. There was much tooting and waving as we ran past, the Vauxhalls then forming a convoy to continue their run to Lawrence behind us.

The drive to Lawrence is ideal for classic and vintage cars, being only around an hour from Dunedin on excellent roads with mainly light traffic. It is mostly flat running, there is some hill work but just enough for the driver to enjoy without becoming tedious, and no dramas for vintage vehicles. On the way many historic relics from the abandoned railway line to Roxburgh can be seen, including the locomotive water vat right beside the main highway at Mt Stuart and the Manuka Gorge railway tunnel. This is an ideal stopping off

place for a break, whereupon you park in the old railway yard at Mt Stuart, which is a DOC picnic and information site. From here a picturesque bush walk leads to the tunnel entrance and a rewarding return walk to see the fantastic display of glowworms resembling the night sky. The black soot from steam engines can still be seen, and one can only try to imagine just what the locomotive crews had to endure as the engines fought their way up the grade with a heavy train on the drawbar.

A few kilometres from Lawrence we passed the Waitahuna Railway Station, complete with men's outside toilets and its goodshed, the design of which was unique to this part of the country. This is the only complete station left on this line, somewhat derelict, but not surprising considering it has been abandoned for well over forty years. Apparently DOC has recently realised its historic value and is negotiating for its restoration.

On arrival at Lawrence we had two Daimlers and the Jaguar parked in line on the main street, while other cars were parked in the historic and vintage machinery club compound. By now the day had improved somewhat so a pleasant hour was taken strolling past the stalls and exhibits on display. We all met up for a pre-booked lunch in the local hotel where we had our own dining area. After lunch there was time to see more of the Gala and maybe take a ride in a horse drawn coach to give an indication of transport in Lawrence's early days.

Jenny and I wandered up to the Historic and Vintage Machinery Club compound to see their display and the many classic and vintage cars parked there. We ran into Alex Meikle and grandson Ben, Alex making a trip down memory lane and giving Ben a history lesson in the process. There were some lovely classic cars on display, including two mint Wolseley 6/110 Mk11's. 'I've always wanted one of those,' to which came back the reply 'NO! You don't need one.' There was also a mint Triumph 2500 that I was admiring, but was again told 'You don't need it, you already have two Triumphs.' We wandered back to the main street whereupon I was admiring a 1973 Rover 3500 when there was tooting and waving as a work colleague was heading back to Dunedin in his lovely 1957 'E' series Vauxhall Cresta.

Around mid-afternoon cars started to head home and we all set off for the leisurely drive back to Dunedin. Jenny and I stopped off at Waihola, where the 420 was parked in my new storage facility for a well earned rest. The Daimler had done us proud, having covered a good 3,000 km over the past year including the National Rally in Blenheim, and never missed a beat. It is now time to get the Jaguar out of hibernation.

Kevin Phillips

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North Island “Meet” Cleaver Weekend Taihape 15/16 October 2011

This North Island get together attracted some 11 cars and 18 people in what proved to be an entertaining weekend in marginal Taihape weather. Saturday morning saw us assemble at the Taihape Motel to be led on a run of some 100 miles around the Taihape district.

Mike King had rigged up a transmitter in Barry Cleaver's lead car from which he was able to relay comment through 107.9fm to each car in the convoy. Barry's knowledge of the history and farms of the district was very interesting.

Lunch was at the River Valley Lodge and Saturday dinner at the Gumboot Café, which lent itself well to those attending with some of the locals joining us. The writer enjoyed a dozen deep fried oysters with chips and salad for \$20!

Sunday morning we were off out to Barry's home stopping on the way to visit the 100 year old St. Georges Anglican church at Mataroa, before arriving at Barry's 800 acre property where he had lined up his

- 1923 Model T which he purchased in 1957 for 25 pounds.

- 1939 Triumph Dolomite Royal

- 1989 Daimler

Also to be seen in adjoining sheds were a to-be-restored 1927 Dodge, and the ex Len Nicholson 1953 Lanshester Leda.

An extensive collection of shearing hand pieces, drench guns and firearms collection was also available to be viewed, with expert comment from Barry.

Morning tea was provided by our host in his lovely home which the ladies were able to enjoy along with the out look to the Belted Galloway cattle and ewes with lambs at foot. Kowhai trees in flower were in abundance on the landscape. We all now have an idea of the district's history and what it still has to offer.

To our host Barry Cleaver and his organizing committee of Barry Cleaver and Barry Cleaver, we say a big thank you.

Mike Boyce
President, Hastings Branch

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JAGUAR – DAIMLER – ROVER – LANDROVER – RANGEROVER

Obituary: Keith Zillwood

It is with great sadness that I inform members of the passing of Keith Zillwood.

Keith joined the Daimler and Lanchester Owners Club in 1983 and over the years, owned many Daimlers. These include V8's, a 3.8 Majestic, both Series 1 and Series 2 Sovereigns, a Century, Conquest and XJ40 to name but a few.

Keith was a stalwart of our Branch, he had been a Committee member holding the positions of Club Captain and Vice President over a period of many years. He was a current committee member, his input was always constructive and appreciated.

He attended National Rallies and Annual Meetings in both North and South Islands as well as joining overseas trips with other club members. He was so proud to be awarded the Founders Trophy at this years Blenheim National Rally.

With the support of his wife Cali, he never hesitated to help a member in need, in a calm and positive way. He had a great deal of local knowledge, he was always on the lookout for potential new members and contacts for branch events. Keith was a person that you could always rely on, making new members welcome. He was a "people" person, he regularly contacted fellow members for a chat, or just to keep in touch.

Keith will be remembered and greatly missed by us all. His kind approach, his friendly smile, his willing support.

Our sincere condolences go out to Cali and her family.

Attention All Club Members

We can now advise that we now have stocks of *Daimler* Jacket Badges, "D" Key Rings and our *Daimler & Lanchester Owners Club in N.Z.* Custom Grille Badge.

You will see from the photo that the Grille Badge has been reproduced from our original Die but has been cast in a lighter Alloy (originally Brass), with a Chrome Enamelled Centre section as opposed to the earlier Resin finish, some of which were subject to crazing and fading over the years of exposure to the elements.

The unit cost, including postage is

- **\$6.60** for either the Jacket Badge or Key Ring
- **\$55.00** for the Grille Badge.

Please forward your requirements and cheque to:-
DLOC in NZ
Peter Mackie
PO Box 8446
Havelock North 4157



Articles of Interest ...



MIKE'S LOVE AFFAIRS

Mike Boyce



A 1968 DAIMLER V8 250 registered "68 DAIM" & 1951 "DAMEHER" unregistrable!

These two ladies arrived on my property on the same day in January 2008, after a long "empty" period in my life.

Having owned a 1969 Daimler V8 250 since 1987, which had been progressively restored to its present top condition I was looking for another challenge to utilise my acquired knowledge and to fill in the time.

This opportunity presented itself when Colin Campbell advised me that the "68 Daim" was for sale. This had been an insurance write off in November 2000 after running into the back of a truck. It had been acquired by Dwayne Osborne son of the late Roly Osborne of Osborne Panel Repairs, Hastings.

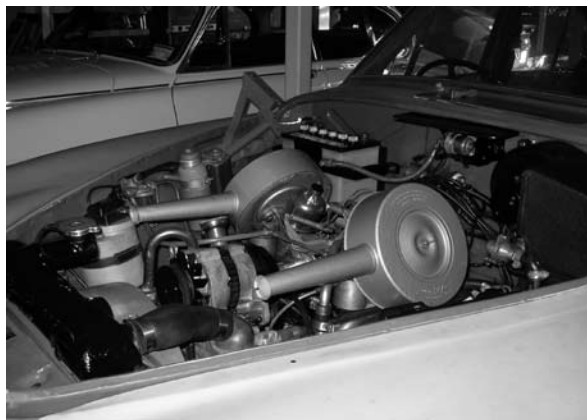
It had sat in Roly's workshop and was rolled out for panel repairs when there was downtime in his business. The panel and rust repairs had been effected. I wasn't game to sit on the seats as the leather was so dry and brittle. I could see with a repaint and the use of my own spares of front lights, grille and bumpers, the potential for a nice car. I would

NOT however be making the effort to replicate the standard of my 1969 V8 250.

The 1969 model was a handy blueprint to refer to and of course a standard had been set which I found I couldn't ignore with the project car. After being painted "Signal Red" by Dave Cowan of Truck Chief, the long process of re-assembly began. Graham Clare (retired auto electrician) and Colin Campbell (mechanic) were of assistance with their expertise during the project.

I had the apprehension all along that it might not pass the re-winning process, but I needn't have worried. The 1968 Daimler V8 250 now sits with it's occasional Meguiars products attention, under a single dust cover. The 1951 Dameher however, with her Avon products and a propensity for wearing out shoes under braking, has a multitude of dust covers for all seasons.

My proposed six month project with the distractions of the love affair, marriage and a house change has taken two years but I wouldn't change the life experiences for anything.



Vroom Vroom.....coming together.....



And my '68 DAIM as she looks today.

DAIMLER MODELS FOR 1950

2½-litre Range Amplified by Additional Saloon on Modified Chassis.

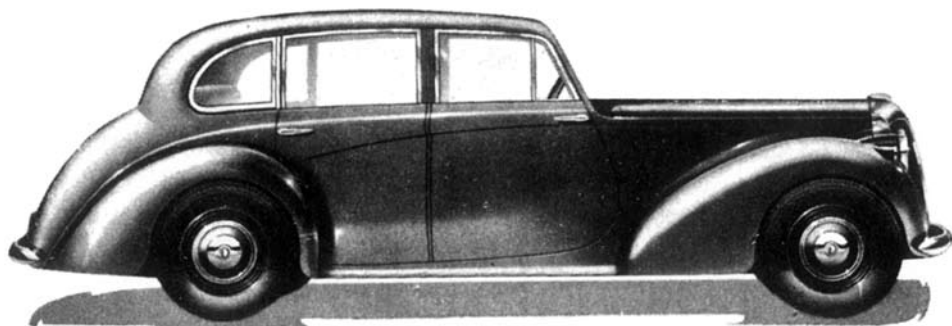
Larger Models Mechanically Unchanged.

(Daimler Digest, 14 September 1949, p18)

Chief innovation in the Daimler range for 1950 is a new saloon, at present for export only, on a modified edition of the 2½-litre chassis. This model, which is known as the Consort, is in addition to the existing saloon model (now distinguished by the title standard saloon) which is continued on the normal chassis. Also continued without change are the 2½-litre drop-head coupe and the 2½-litre Special Sports by Barkers.

Mechanically, the larger cars are unaltered and both the 27 h.p. and Straight Eight chassis continue to be featured with a variety of outstandingly fine coachwork by such renowned builders as Hooper, Windover, Barker and Freestone and Webb. Most of these body styles remain as for 1949, but the four-light and six-light, eight-passenger limousines by Hooper have been replaced by a new eight-passenger limousine styled on the more modern lines of the close-coupled touring limousine by the same coachbuilder.

All these cars are remarkable for the fact that, not only are they fitted with coachwork of the most luxurious and roomy order, but possess a road performance in which refinement is coupled with a maximum speed in the 80 m.p.h. class.



ADDITION to the 2½-litre Daimler range is this new Consort saloon, which supplements the standard saloon model. It is mounted on a chassis incorporating a number of detail modifications.

New Model Features

To revert to the 2½-litre range, the new Mulliner-built Consort saloon has the distinctive frontal treatment now familiar on the Special Sports, with the radiator grille swept back in an attractive curve and flanked by head lamps faired into the wings. In general form, the body itself is not unlike that of the standard saloon, except for a more pronounced sweep of the tail; further external points of difference lie in the use of disc, instead of spoked, wheels and the elimination of a sliding roof and opening windscreen, the absence of the latter being compensated for by the fitting of hinged ventilating panels on the front doors.

The body is of the four-six-seater type but the advantages of separate adjustment are retained in the front by the use of close-up seats, which can be lined up when

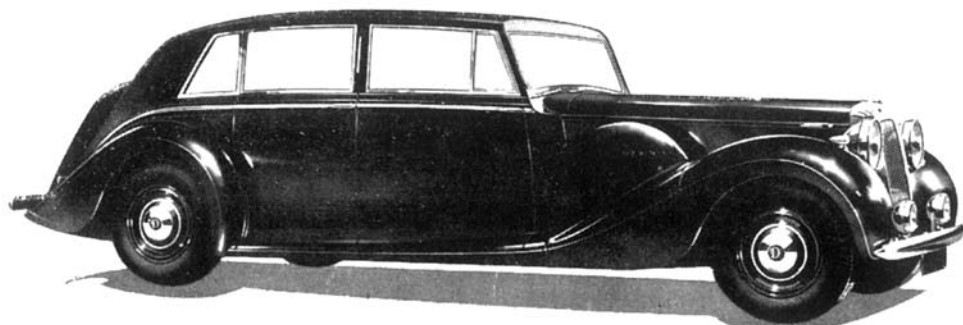
it is desired to carry three abreast. Armrests are provided on the doors and driver-comfort is aided by an adjustable steering column and a seat which can be altered in height as well as reach.

At the rear, the seat is of the usual bench type with a folding centre armrest, but the foundations of the seats are fuller and the upholstery has a new style of pleating. As at the front, the internal dimensions are approximately the same as those of the standard saloon; as with the latter, too, increased internal width is obtained in relation to overall size by the clever expedient of fitting curved thin-framed windows which, by conforming to the curvature of the panelling, reduce the door thickness necessary to accommodate the window in its lowered position.

At the rear, the general arrangement of separate luggage boot and spare-wheel compartments is similar to the standard body, but a difference is found in the use of a bolt-on number plate to avoid the complications which arise abroad with the built-in type.

In general layout, the chassis used for this new Consort saloon follows the familiar 2½-litre specification but with a number of detail, but important changes. The well-known Daimler transmission incorporating a fluid flywheel and preselector epicyclic gearbox is retained (as on all Daimler models), but a hypoid bevel rear axle has been substituted for the underslung worm of the normal chassis, and the ratio is slightly higher, giving overall gearing of 4.3, 6.7, 9.95 and 17.55 to 1.

The six-cylinder engine remains as on the standard chassis except for a change in the pistons (now fitted with three compression rings – two plain and one tapered – and a slotted scraper), while other changes on the mechanical side consist of the use of Girling hydromechanical brakes (instead of the purely mechanical type) and the fitting of wider-base rims (5 ins, instead of 4 ins.) for the 6.00 by 16-in. tyres. Owing to the modification of the tail contours and the fitting of a new design of bumper with valance, there is a slight increase in overall length (from 15 ft. to 15 ft. 1½ ins.) whilst the turning circle is 1 ft. greater at 42 ft. In other respects, the two chassis are identical.



EXAMPLE of the luxurious coachwork available on the 27 h.p. and Straight Edight Daimler chassis is this imposing limousine by Freestone and Webb.



David Hoye's Daimler 104.



Graeme Kennedy describes one of the Kapuni well heads to Manawatu members.



Manawatu members at Hawera Club.



One of the very clever Nigel Ogle scenes at Tawhiti Museum.



Members admire Barry's Model T and 1939 Triumph Dolomite.



Members enjoy a meal at Gumboot Manor.



Our Tour Guide and Host, Barry Cleaver.



Barry behind the wheel of his Model T Ford.



The North Island Get together took us through some very beautiful countryside.



The old suspension bridge on the Napier-Taihape road.



The simplicity of Henry Fords Model T.

THE MOST UNDERRATED DAIMLER

By Dave Philpot

(*Driving Member*, Vol 47, No 4, pp24–26)

My job in the Daimler & Lanchester Owners' Club of being Lanchester E18/Daimler E20 joint registrar, means that the focus of my attention these days is mainly on the pre-war models, although I do possess a 1948 Daimler DB18/2 6 light saloon.

Those who know me however, will know that I have always had much admiration for the Daimler 'DJ' range of cars, having owned four examples over the years.

The photograph shown on page 6 July *Driving Member* of the four glorious Century Mk2's and also pictures of ROE 581, our editor's Conquest Roadster, got me thinking that overall there is not actually a great deal of copy on the Conquest variants.

Here I attempt to rectify this for one issue of our club journal and therein leave raising the profile of these super cars to current owners! My apologies in advance for any errors.

History

The first of the Daimler Conquest range, a saloon designated the DJ250 (251 in LHD form), appeared in 1953, derived from the 4 cylinder Lanchester 14/Leda, introduced three years earlier, but enlarged to Daimler's preference for 21/2 litre 'straight six' engines, although this was a new all cast iron engine of 2433c.c. (rather than the 2522c.c. unit used in the Consort, the model the Conquest replaced.

The new saloon was 'basic' by Daimler standards, nevertheless, sold relatively well, at an initial base price of £1066 + £455-5s-10d purchase tax – eventual sales to production end in 1956 are estimated at 4,568 units, comparing well with the smaller Lanchester 14/Leda which managed sales of 2,099.

The reason I imagine Daimler sales were higher was due in no small part to the fact that the Conquest engine produced 75bhp, equating to 53bhp/ton, a 33% increase on the Lanchester's output.





Many features one would expect when buying a Daimler were still present on the 'New Daimler Conquest', such as fluid transmission, pre-selector gear change and automatic chassis lubrication.

Five months after the introduction of the Conquest saloon, the Daimler Conquest Roadster (DJ254/5) made its first appearance at the London Motor Show of October 1953, it came at a price of £1180 + £492 15s 10d purchase tax.

The sportier version now boasted an engine with a 'big valve' aluminium cylinder head and twin S.U. carburettors, the output now being 100bhp. In 1954 The Motor magazine described this car when tested as belonging to "...the still select group of cars capable of a genuine 100m.p.h."

There is no doubting that this performance increase over the Conquest saloon was further aided by the fact that the Roadster body construction was aluminium panels over an alloy frame, the saloon being all steel. The Conquest Roadster chassis was a modified version of that employed on the saloon.

The two-seater Conquest Roadster, although only selling in small numbers, awakened Daimler to the fact that the Conquest saloon could be further improved by marrying a saloon shell to the Roadster chassis and mechanicals, as a result, in the spring of 1954, the Daimler Conquest Century (DJ256/7) arrived!

With a selling price of £1172 + £489 9s 2d purchase tax, Daimler had a genuine 90 mph saloon on its books, which went on to sell 4,818 units in all guises up until production ceased in 1958.

The Conquest Century actually differed greatly from the 'strict' Conquest, not only did it share the Roadsters mechanical components, rear legroom was increased by four inches, the reason why DJ250/1 and DJ256/7 rear seat cushions do not interchange). The dashboard now sported a rev counter, the seats were pleated leather. Externally the Conquest Century boasted front and rear chrome plated trims within the screen rubbers, chrome boot 'flashes' either side of the handle, heavier bumpers and front window draught excluder glass.

Spring 1954 also saw the introduction of the Daimler Conquest Drophead Coupe, or Conquest Coupe, depending on which brochure you are reading (designation DJ252/3).

This car was a two-door, four-seater with a power operated three position hood. Retailing at £ 1225 + £511-10s-10d purchase tax, the coupe was identical mechanically to the Roadster and Century, interestingly no rev counter was fitted. Production ceased after a total production run of only 234 units, this was in my opinion a very pretty car.

Towards the end of 1955, the 'Mk2' variants of the two saloon versions were announced. Most obvious differences on the new models were the new burr walnut dashboard fascia with repositioned controls and black faced instruments, the heater was now a Smiths unit as opposed to the earlier Clayton Dewandre type, the controls were also completely different. Externally the auxiliary lamps were now mounted behind the front bumper, whereas the earlier ones were mounted within the front wings, the apertures now housed air intake grills, the rear lamps were also changed.

The 'biggest' change in the range however, was the discontinuation of the Conquest Roadster and Drophead Coupes, both being replaced with a single model; the New Drophead Coupe (still designated DJ254/5). This car had luxuries which the Roadster did not, such as wind up windows and a rear sideways facing seat (similar to the DB18 Special Sports). The New Drophead Coupe was priced at £1927-15s-10d inclusive of purchase tax. Few were built before production ceased in 1957.

From 1956, the Daimler Conquest Century was available with Borg-Warner Automatic Transmission as an option (DJ260/1) this becoming the standard and only transmission option from late 1957 until the final Conquest Century left the production line in January 1958. In April 1957 the automatic transmission option was known to cost £185.

As a final historical note: The reader may have noticed that no mention has been made



The neatness of the Roadster with hood and side-screens folded and stowed is emphasised in this side-on view.
An alternative version with a fixed hard top is also in production; full details are given in a separate sheet incorporated in this folder.



The mechanical features of the 'Conquest' Roadster will meet all the demands of the discriminating yet enthusiastic owner. Its sturdy chassis powered by the high speed 2½-litre engine; Daimler fluid transmission comprising fluid flywheel and finger tip controlled pre-selector gearbox; independent front wheel suspension using laminated torsion bars; automatic chassis lubrication and hydro-mechanical brakes all combine to provide exceptionally fast, smooth motoring with a minimum of effort, maximum safety, and reliability at high speeds.

of the designation DJ258/9? The reason for this is that this was the designation applied to the experimental chassis fitted with Hobbs Automatic Transmission – A variant that never reaches the production stage.

Identification

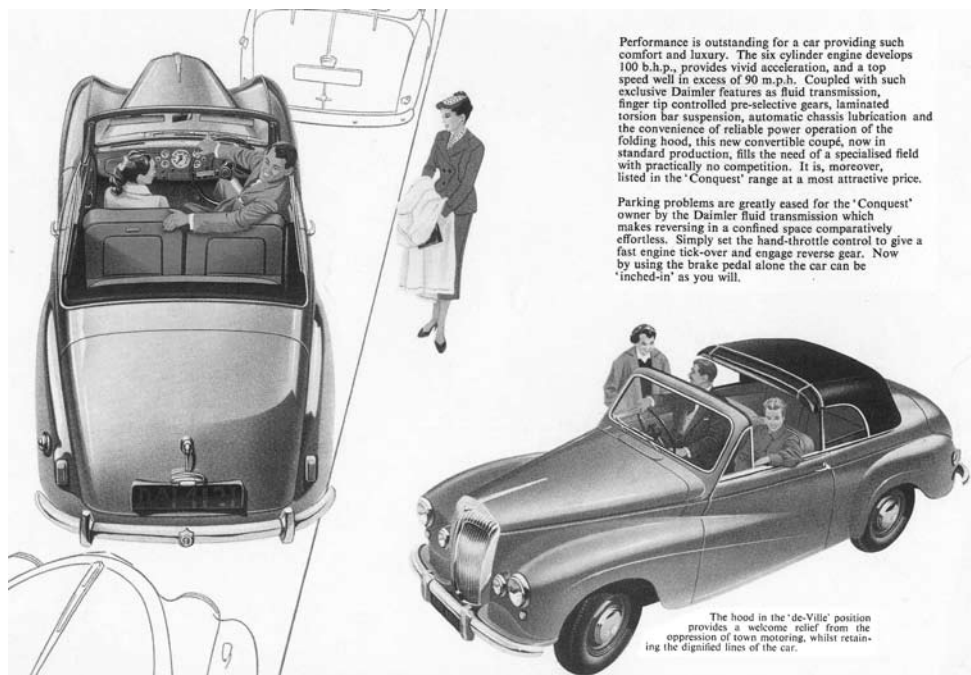
For some reason on many occasions especially when considering classified adverts, Daimler Conquest variants are often mis-described. There are generally external “tell-tale” signs to identify the models.

Roadsters and New DHC's: Roadsters have no rear seat and have side screens fitted. New DHC's have a third seat fitted and have wind up windows.

Conquest Saloons and Conquest Century's: Conquests have jacking points under the sills and no screen or boot chrome trim. Conquest Century's have jacking points adjacent to front and rear bumper overriders, and screen and boot chrome finishers.

Of course there are other differences but those mentioned can identify a single vehicle rather than say, two by comparison.

Another point worth mentioning here is that the Conquest Century Saloon is the only variant with “Century” in the model title. All others are “Conquests”.



So there you have it, a brief insight into the Daimler “DJ” series of cars. I do hope that a high degree of accuracy has been achieved, but if that is not the case, or indeed any owner/reader has anymore to add, I am sure our esteemed editor would be more than pleased to hear from you.

SPECIFICATION

ENGINE

CONQUEST SALOON (5/53)

Cylinders	6
C.c.	2433
Bhp	75 @ 4000rpm
Comp.Ratio	6.6:1
Carburettors	Zenith 42 V.I.S.

CONQUEST CENTURY (12/54)

Cylinders	6
C.c.	2433
Bhp	100 @ 4,400rpm
Comp.Ratio	7.75:1
Carburettors	Twin S.U. H.6

CHASSIS

CONQUEST SALOON

Wheelbase	8'8"
Track (F & R)	4'4"
Ground Clearance	7"
Brake Drum	11" x 1¾"
Braking	Hydro-Mech
Tyres	6.70 x 15
Weight	Shipping 27cwt, 1 qtr, 4 lbs Kerbside 28cwt, 1 qtr, 4 lbs

CONQUEST CENTURY

Wheelbase	8'5"
Track (F & R)	4'4"
Ground Clearance	6"
Brake Drum	11" x 2¼"
Braking	Hydro-Mech
Tyres	6.70 x 15
Weight	Shipping 27cwt Kerbside 28cwt, 1 qtr

* Note: kerbside weight is allowing for a full tank of fuel. When both cars possess fuel tanks of 15 gallons capacity, how does the Conquest Century appear to gain an extra "Qtr" over the Conquest?

PERFORMANCE

CONQUEST SALOON (AUTOCAR 8/6/53)

From Rest	30 mph	4.9 secs
	50 mph	13.0
	60 mph	20.4
	70 mph	30.0
Standing ¼ mile		22.3 secs
Economy		19.7 mpg

CONQUEST SALOON (AUTOCAR 5/3/54)

From Rest	30 mph	4.8 secs
	50 mph	11.4
	60 mph	16.3
	70 mph	24.1
Standing ¼ mile		20.7 secs
Economy		18.8 mpg

Daimler Jackets and Caps for Sale

Manawatu Branch have stocks of Daimler Jackets and Caps. We now have a new stock of Jackets ranging in size from M to XXXL. They are very reasonably priced at \$50.00 plus p&p.

Daimler caps are in stock at only \$18.00 plus p&p.

All enquiries to Lew Clinton, phone 06 3235526
or email clintons2@clear.net.nz

SERVICE BULLETIN NUMBER FF.1

Section: Automatic Transmission

Date: March, 1963

Revised Fault Diagnosis (Majestic Major and Limousine Models)

Recently numerous cases of incorrect diagnosis on the Borg Warner model D.G. transmission have been noticed, often resulting in high repair costs and considerable loss of customer goodwill.

For ease of reference, we have grouped the relevant information in P-N-D-L-R sequence and this information should be brought to the attention of personnel dealing with these units.

PARK

1. Symptom – Pawl does not hold

- | | |
|--------|--|
| Cause | a) Maladjustment |
| | b) Pawl damage |
| Action | a) 1. Adjust selector linkage |
| | 2. Remove oil pan – adjust actuating rod |
| | b) Remove extension case – replace pawl |

2. Symptom – Pawl does not disengage

- | | |
|--------|----------------------------|
| Cause | a) Incorrect procedure |
| | b) Linkage maladjustment |
| Action | a) Adjust selector linkage |

NEUTRAL

3. Symptom – Drives in 1st gear in Neutral, transmission drags in R

- | | |
|--------|--|
| Cause | Forward servo sticking |
| Action | 1. Remove servo and outer piston, polish servo bore and piston |
| | 2. Renew piston lip seal |
| | 3. Inspect intermediate plate for burrs or distortion, ream if necessary |
| | 4. Align servo outer cylinder with the aid of band adjusting tool. |

4. Symptom – Inoperative in D or any other selector position, no leakage, final drive OK.

- | | |
|--------|--|
| Cause | a) Selector linkage disconnected |
| | b) Main relief valve stuck open |
| Action | a) Reconnect selector linkage |
| | b) 1. Push car, select D for direct drive at 30 m.p.h. and endeavour to free valve by repeatedly selecting L |
| | 2. Remove oil pan and valve body, free main relief valve. |

5. Symptom – Slip or rough on take-off

- | | |
|--------|---|
| Cause | Fluid level low by more than 2 pints, suspect leakage |
| Action | 1. Top up fluid level |

2. Rectify any leakage immediately
 3. Check forward band adjustment
6. Symptom – Will not take-off on hills, engine labours
- Cause Converter stator freewheel slips or collector ring nose piece fractured (“Milled” off by dropped converter thrust washer)
- Action Check stall speed; if below 1000, renew converter and/or collector ring.
7. Symptom – No upchanges from 1st gear, possibly speedo not working
- Cause Governor and/or valve defective
- Action Remove extension case only, replace damaged parts.
8. Symptom – Upshift or downshift speeds incorrect
- Cause
- a) If regularly below or above normal: accelerator linkage maladjusted, governor binding on shaft or governor adjusting screw interfered with
 - b) If irregular: governor bushing loose in extension case.
- Action
- a) Adjust accelerator linkage or governor adjusting screw to obtain correct shift speed figures, suspect governor shaft
 - b) Remove extension case only, fit oversize bushing if available, using a press.
9. Symptom – “Soft” 1-2 shift
- Cause Multi disc clutch plates worn, piston ring seized
- Action Remove gearbox only, renew clutch pack, also oil seals on front sun gear and inside ring gear extension. Inspect piston and ring. Air pressure check before installation.
10. Symptom – Shifts 1-2, misses 2nd gear
- Cause Multi disc clutch inoperative, possibly snap ring dislodged
- Action Remove gearbox only, renew clutch pack and damaged parts. Inspect piston and ring. Air pressure check before installation.
11. Symptom – Will not shift 2-3 or only when releasing accelerator
- Cause
- a) 2nd speed hold defective
 - b) Transfer tube omitted or incorrectly installed
 - c) High converter pressure, over 120 p.s.i. in R
 - d) Direct drive clutch driven plate damaged or glazed
 - e) Direct drive clutch damper spring(s)
 - f) Governor valve stuck or governor bushing loose
- Action
- a) Overhaul 2nd speed hold mechanism
 - b) Remove gearbox, correctly instal transfer tube
 - c) Suspect lubrication valve obstructed, test with pressure oilcan, fit reconditioned mainshaft if necessary, also replace converter assembly
 - d) If direct drive clutch and converter pressure normal and no metal paste or other deposit in oil pan fluid, car may be used without further remedial action

- e) Replace converter, completely strip gearbox and clean thoroughly
- f) Verify by direct drive clutch pressure check – overhaul extension case.

12. Symptom – Severe overheating of transmission, fluid boils, maximum speed reduced by 30–50 m.p.h.

Cause Converter stator freewheel seized – do not run car in this condition!

- Action
1. Replace converter
 2. Check gearbox for overheating
 3. If overheating was not prolonged, overhaul gearbox with new rubber seals and O-rings.

13. Symptom – Severe judder and noise in 3rd gear at speeds of 2nd gear (20–70 m.p.h. approximately)

Cause Forward drum bushing seizing on rear sun gear, possibly intermittent

- Action
1. Remove gearbox only, replace forward drum and rear sun gear
 2. Investigate cause of seizure:
 - a) Lubrication valve obstructed (if direct drive affected, also replace converter assembly)
 - b) Forward drum overheated by slip due to prolonged low fluid level (leakage)
 - c) Forward band dislocated due to strut fouling band.

LOW

14. Symptom – Operates only in L, or in D over 30 m.p.h.

Cause Reverse freewheel failed or low drum plate dowels dislocated

Action Remove gearbox only, inspect freewheel and low drum plate retention; check closed gap of snap ring.

REVERSE

15. Symptom – Will not reverse – engine labours

- Cause
- a) If normal on level road and does not drive in N (i.e. labours on gradient only): converter stator freewheel slips or collector ring nose piece fractured
 - b) If engine labours on level road and car drives forward in N: forward servo sticking (see fault in Neutral), or multi-disc clutch seized
- Action
- a) Replaced converter and/or collector ring
 - b) Overhaul forward servo as for fault 3 – inspect multi disc clutch

16. Symptom – Reverse gear disengages or inoperative – transmission cold

Cause Rear pump ball check valve leaking

Action Remove oil pan and valve body, replace intermediate plate

17. Symptom – Operating only in R

Cause End of selector valve broken off

Action Remove oil pan and valve body, replace selector valve.

SILVERSTONE SUCCESS FOR THE DAIMLER CONQUEST

PRODUCTION TOURING CAR RACE - 2-3 LITRE CLASS

DAIMLER 1st and 2nd

Reg Parnell 73.74 m.p.h. G. Abecassis 73.53 m.p.h.

RECORD LAP for 2-3 litre class Production Touring Cars

Reg Parnell 76.36 m.p.h.

Subject to official confirmation



WHAT THIS MEANS TO THE ORDINARY OWNER

This great test of a great production model is proof of superlative performance, combining well-controlled power and remarkable handling qualities. The 'Conquest' shows itself to be more than a fast car—it is an obedient car. Laminated torsion bars in the independent front suspension eliminate roll on even the fastest bends, while automatic chassis lubrication keeps steering and suspension parts in flawless con-

dition without thought or worry. In addition to all this, the standard of finish and appointments is in the accepted Daimler tradition of dignity and luxury.

Conquest Saloon . .	£1511. 5.10 inclusive
Conquest Century . .	£1661. 9. 2 "
Conquest Coupé . .	£1736.10.10 "
Conquest Roadster .	£1672.15.10 "

'OUT OF PEDIGREE COMES PACE'

Hitting the Road ...

Daimler Events Diary



Auckland

December 4th

Christmas lunch at St.Margaret's Gardens, Karaka 1.30pm.

Keep this date free for a repeat of last years' lovely meal and outing

February 5th 2012

Galaxy of Cars. An opportunity to display our cars for charity

February 12th 2012

Inter Marque Concours, Ellerslie Display of our cars, to encourage **more members to join our club.**

March 2012

Coast to Coast run with overnight in Raglan details to follow.

Waikato BOP

December 4th

The Christmas picnic and show at Tye Park.

The gates open at 9am. Polish up your cars add a few Christmas decoration and be there by 10am.

February 5th

The Jaguar Drivers Club run in conjunction with British Cars BOP.
More details to follow.

March

AGM

More details to follow

April 21st & 22nd

The National Mini Rally to be held at Rotorua.

Hawke's Bay

Sunday 4th December

HB Branch of the DLOC end of year Barbeque.

The Club will supply steak and sausages and members will need to bring salads, plates, cutlery, chairs and anything you wish to drink.

Venue: John & Margaret Duncan's Orchard. 35 Crystall Road, Hastings.

A short Committee meeting at 4pm – 5pm. Followed by the Barbeque.

Sunday 11th December

HB British and European Car Club Festive Family Picnic at Waipatiki Beach. More details in the flyer to follow.

Manawatu

December 11th

President's BBQ. Once again, this will be at Bainesse, 3½ Km's from Himitungi corner travelling towards Palmerston North. Bring a \$5 gift for your own gender, pot luck salad or dessert. The club will provide BBQ meats, wine and juice. Anything other is BYO.

January 8th

Summer picnic. This will be at Ashhurst Domain, the Rover Club will join us for a relaxed afternoon under the trees. Bring your picnic lunch.

We meet at Ashhurst at about 11am.

Other events of interest.

February 5th

Dannevirke Wheels with Attitude.

February 12th

Wellington British Car Day

February 28th

Shannon Car day

March 4th

This will be an interesting day, Southward Car Museum are hosting their first ever open day.

The driver of each vintage, classic or hotrod vehicle will receive free entry to see the inner workings of this World class attraction.

See behind the scenes in the workshops and some of the worlds most rare and collectable cars in action.

Trophies awarded for the best represented club and vehicles.

March 11th

Hawkes Bay British Car Day.

March 25th

Wanganui Rotary Car Show

Otago

March 4th

Best of British

We hope to see a good turnout of Daimlers.

Also in March we are planning a trip to Oamaru

More details later.

NATIONAL AGM & MINI RALLY, ROTORUA

April 21–22 2012

Planning is well under way for next year's national event so here is a brief synopsis of what to expect:-

- Our rally home base will be the RSA in Haupapa St which is very close to the city centre, Lake Front and accommodation. I am currently negotiating accommodation rates with the Ibis Hotel and the Ambassador Thermal Motel.
- There is limited parking in front of the RSA however there are parking facilities at the Government Gardens which are close by away and this where we will park on Saturday for photos and 'tire kicking'.
- Lindsay Donoghue is planning a scenic drive for Saturday afternoon with time for a stop and a 'cuppa along the way.

The Annual Dinner is to be held at the RSA

- Sunday morning 10:00am we plan to visit one of Rotorua's premier attractions – Rainbow Springs. Rainbow Springs has undergone a very significant transformation recently and is well worth visiting their website www.rainbowsprings.co.nz to see what is on offer. We are able to offer a concession entry price of 20% off the normal price for groups of 20 or more. The discounted price will be \$28.00 per person.
- The BOP All British Classic Car Club will be joining us at Rainbow Springs and we hope that we will all be able to park together and enjoy looking at a variety of cars. There is a Café on site or if you prefer there are plenty of areas to picnic within the complex.
- More details will be available with the Registration Form at a later date. The Waikato/BOP members look forward to welcoming you all to Rotorua.

Any enquiries please contact:

Paul Edginton 07 549 4569 or e-mail pledginton@gmail.com

Members' Market ...



Wanted to Buy

Members' advertisements are at no charge.

Daimler Conquest or Century engine block or complete engine. Preferably in Otago area. Contact Alex Meikle, phone 03 4644786.

Here's an unusual one, rush out to your shed and see if you've got a spare cylinder head which will fit a 1935 Daimler LQ3-20!!! If you have, contact John Osborne immediately, he will reward you generously. Contact John at 09 4093835 or jcosborne@xtra.co.nz John now has this ex Wellington Mayoral car which he hopes to get mobile again.

Daimler Sovereign Series 3 1981-82 model preferably in excellent condition. Contact Isaac on 09 5364414 or 021 440883.

Conquest service manual. Phone Peter Stock 07 8431989 or email stocky64@xtra.co.nz

For Sale

Daimler V8 in average condition. Registered, new WOF and battery, good rubber. Has had money spent on motor, body and upholstery in the past. Receipts available. Needs repaint and other TLC to restore to perfection. \$3800 or near offer.

Email Vaughan at vaughanc@clear.net.nz or phone 06 8775698, Havelock North.



Daimler Sovereign 1972. 20600 miles on rebuilt engine and gearbox. It comes with LPG, sunroof, towbar and a body average for age. Not yet a priceless relic!

However, in the meantime, it is open to offers.

Contact Ian Hill, 24 Glenorchy Street Glen Eden, Auckland, Phone 09 8181793.

Windscreen Banners available from Manawatu Branch. \$20 each..

Daimler (slim bumper) V8 parts. Complete body shell in repairable state, some rust repairs done, some still to do. Complete with good doors etc. Most of the chrome, (some damaged). Bumpers ok, tail lights, boot fluted number plate light and hub caps excellent, wood good, if you're looking for other specific parts, ask.

Also new "Jaguar" mudflaps for XJ6/12 (see photo).

Contact Mike, 06 3571237.



THE & Lanchester OWNERS' CLUB BRANCH DIRECTORY

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